

W. F. BUCKELEW.

WAGON-AXLE.

No. 191,305.

Patented May 29, 1877.

Fig. 1

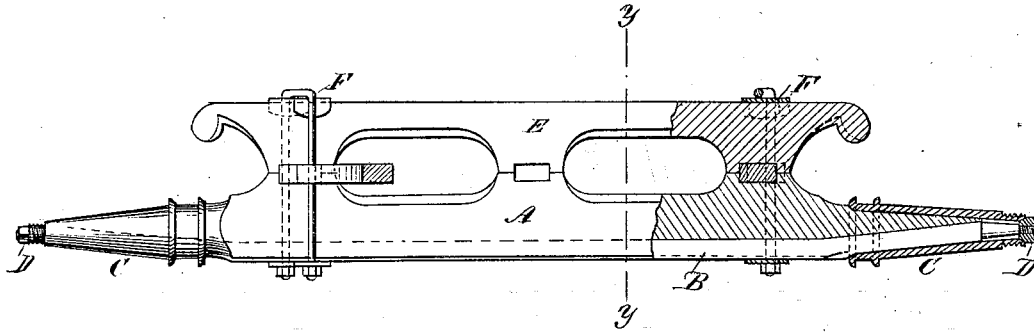


Fig. 2

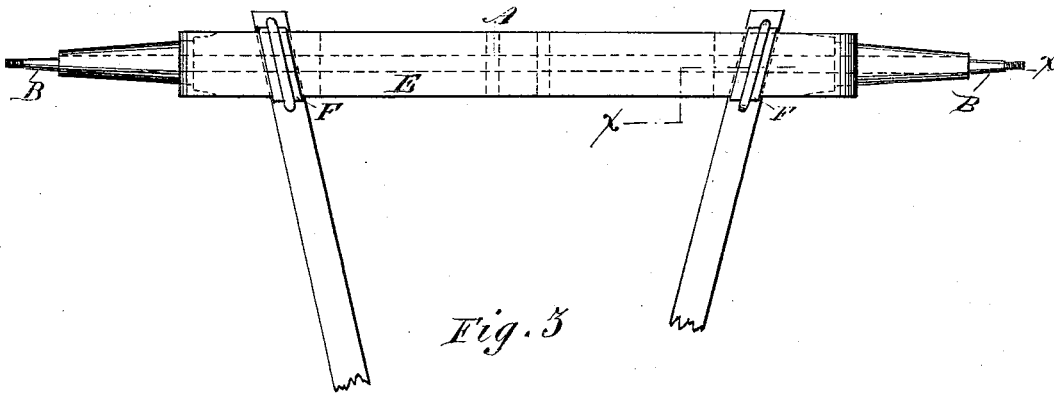
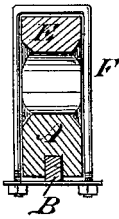


Fig. 3



WITNESSES:

C. Newell
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UNITED STATES PATENT OFFICE.

WILBUR F. BUCKELEW, OF SHREVEPORT, LOUISIANA.

IMPROVEMENT IN WAGON-AXLES.

Specification forming part of Letters Patent No. **191,305**, dated May 29, 1877; application filed April 7, 1877.

To all whom it may concern:

Be it known that I, WILBUR F. BUCKELEW, of Shreveport, in the parish of Caddo and State of Louisiana, have invented a new and Improved Wagon-Axle, of which the following is a specification:

Figure 1 is a side elevation, in part section, on line *xx* in Fig. 2. Fig. 2 is a plan view. Fig. 3 is a transverse section on line *yy* in Fig. 1.

Similar letters of reference indicate corresponding parts.

The object of my invention is to strengthen the wooden axles of wagons, and to fasten the skeins so that they will not become loose.

In the drawing, A is a wooden axle that is grooved longitudinally upon its under side throughout its entire length, to receive a rod, B, which is reduced in size at its ends, and threaded to receive the nuts D. This rod is bent so as to conform to the tapering portion of the axle upon which the skein is placed.

The skeins C, having countersunk outer ends, are placed on the ends of the axle, and nuts D, having a beveled face corresponding to the countersunk ends of the skeins, are placed on the ends of the rod B, and clamp the skeins securely on the axle. By giving

the nut this peculiar form it contains more threads than it otherwise would, and is in consequence stronger. The rod B not only serves to retain the skeins securely in their places, but it also acts as a stay or truss-rod for the axle, greatly strengthening it.

The bolster E is secured to the axle by clips F, which embrace both the bolster and axle, without passing through any portion of their substance. The bolster and axle are thus fastened together without boring, rendering them much stronger than ordinary axles where bolts are employed to fasten the parts together. The clips pass through the reach and braces and such other parts as are usually attached to the axle.

Having thus described my invention, I claim as new and desire to secure by Letters Patent—

The combination of rod B, bent and threaded at the ends, the end-countersunk shells C, and the bevel-faced nuts D, to hold the shells securely to the axle A, as shown and described.

WILBUR F. BUCKELEW.

Witnesses:

C. SEDGWICK,
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